

WEEKLY COMMENT OF THE RADIATOR

Frank Discussion of Motor
Matters by The Times Auto-
mobile Editor

AN UNPREJUDICED OPINION

A Column of Judgment on Is-
sues Vital to Motor Car
Owners.

By MONTE SOHN.

Motorism is much absorbed with the question of saturation—the question as to whether automobile manu-
facturers are going to find a market
so satisfied with users that there
will no longer be a national demand
for cars.

Out of approximately 3,500,000 cars
built in the last ten years there are
still nearly 3,000,000 in use, and 1,300-
000 were built last year. This year
almost a million and three-quarters
is the estimated production of the
motor manufacturers.

In four years, at the present rate
of production there will be 8,000,000
cars in use, despite replacements and
exits via the junk pile.

Contemplate!
Eight people in every hundred will
own a car.

The casual consideration of this
fact does not reveal the tremendous
consequences of its effect.

Glimpse Into Future.

What, we wonder, will the District
traffic squad do to successfully
handle 50,000 motor cars? At twelve
miles an hour?

Dipping still further into the ulti-
mate, we pass over the mundane door-
step and in the prophetic realm of
doubt, we open our eyes.

1950!
Moses' King's most extravagant
drawings of the future are pale
prophecies by comparison.

The street cars are no more, and
the sidewalks have shrunk to mere
doorsteps, for nobody walks except
for pleasure, a purpose which is all
that has saved the parks from the
hands of the self-propelled vehicle.

With the passing of the sidewalks,
tunnels from corner to corner, be-
neath the streets lead from sub-base-
ment to sub-basement of buildings.

There is a fine of \$50 for any vio-
lation of the law against crossing
the streets on foot.

Any motorist caught driving his
car at less than twenty miles an
hour is fined.

There is no speed limit in the judg-
ment of the law, the only fine being
for "Criminally Reckless Driving."

Strange things have happened to
our fair city in this passing of time.

"Cop" Safe In Crow's Nest.

The crossing "cop" no longer is im-
periled by the rushing swarms of
motor cars. He sits above his station
of 1917 in a crow's nest, and the
seat upon his steel pole gives him a
commanding view of the two thor-
oughfares, the semaphore being be-
low him.

Accessory shops have entrances for
cars instead of small doors, and no
cars may park at the curbs, al-
though every business establishment, the-
ater, public building and residence has
its automobile entrance, which in
some instances leads below to base-
ment parking spaces.

The gasoline dispensary is no more.
In place of the unsightly gasoline
tanks in back of the cars, automobiles
of 1950 carry neat little, inconspic-
uous aluminum boxes at the rear. In
these boxes one pours a quart of
water when the gauge on the dash
indicates necessity, and the dropping
of a small globe into the quart of
water means the generation of suf-
ficient fuel in the form of gas to
drive the car 250 miles.

Wonderful Electric.

There are, of course, the electric
cars, which travel a thousand miles
on a charge and are capable of as
high as 100 miles an hour.

Rubber, long since discarded, has
been replaced by a resilient substance
ten times as durable, a synthetic
product manufactured by a process
involving some mysterious use of
sulphuric acid. Tires made of this
material are guaranteed for 50,000
miles.

In 1950, there being so many other big
improvements in motorism, mechanical

and otherwise. It is but natural that
now, in this millennium of motor matters,
Virginia has decided to declare for good
roads. Next spring—1951—there will be
presented in the legislature a bill pro-
viding for the reclamation of the Wash-
ington-Richmond highway, more fam-
iliarly known as the "Chopawamsic
Slough."

And when this ambition is achieved,
the toll charges on the Shenandoah Val-
ley roads will be reduced 2 cents per
mile.

Connecting Links Built.

Maryland has long since built up the
ragged Genesee which connect her high-
ways with District of Columbia avenue,
and both houses have passed bills or-
dering investigation into the freight car
embargo of 1917.

England has taken up the first issue of
her war bonds, issued in 1915.
This morning, February 5, 1950, The
Times automobile editor has received his
customary quota of mail. The first en-
velope opened contains a story which be-
gins thus: "The Gumph Motor Car," says
George Q. Gumph, president of the
Gumph Motor Company of Detroit, Mich.,
vehicles of the world's finest motor
vehicles, "is without doubt the finest
motor vehicle built. In the development
of the forty-two cylinder Gumph, the
finest materials and the most beautiful
refinements the world affords are built
into this super-car of this day. It has
more power, more speed, more luxury
than any other car."

A "Cabinet," Too.

In the same mail, the Gumph Motor
Car Company send a cabinet photograph
of Mr. Gumph, together with the life
history of the fourth assistant stenog-
rapher to the third vice president of the
company and a three-column story about
a mammoth sales convention at the
Gumph factory.

Otherwise, with the exception of the
fact that gasoline is 4 cents a gallon
and eggs are a dollar a piece, living is
quite as unbearable as in the days of
the Wilson Administration.

A telegram advising us of the in-
corporation of a million-dollar motor-
transported circus states that "Circus
will carry twelve hundred persons all
animals, even elephants," through the
medium of Kelly-Springfield trucks.

"Speaking of the tonneau," which a
story from the Packard factory
does at great length, "was there ever
anything more humorous than the
first tonneau motor car which was,
as literally as the word itself 'a little
tub.'"

Litterly speaking, no.

The Jeffery Circle, a monthly
medium for the propagation of pros-
pective purchasers advises Jeffery
dealers to devote more time to Sedan
sales. Particularly, it suggests,
"when a mid-winter blizzard is bliz-
zing."

Quite true.
And during the mid-summer bliz-
zards, too.

TURNING RADIUS REDUCED.

In designing the 1917 motor cars,
one of the ends sought by many of
the engineers was to provide solu-
tions for the traffic problems result-
ing from the increased numbers of au-
tomobiles using the downtown streets
of our large cities. In the Oakland
for 1917, for example, the turning ra-
dius of the front wheels was reduced
to thirty-eight feet, making it possi-
ble for the driver to turn around in a
narrow thoroughfare without backing
up or shifting gears from first to re-
verse and back again.

SWEDEN CUTS TRAIN TRAFFIC.

LONDON, Feb. 3.—Reuters' Stock-
holm correspondent reports that ow-
ing to the coal shortage the minister
of the interior has approved im-
mediate restriction of all passenger traf-
fic on the state railways.

An early restriction of freight traf-
fic is foreshadowed.

The Radiator has expressed it-
self decidedly on all motor mat-
ters.

It has distributed the laurel and
pled the hickory wherever in its
judgment eulogy or wallop was
due.

But all of its criticisms have
been founded on fact. These facts
necessarily came from individuals
who are interested in motorism
and motor matters.

While it never can be a forum,
in future more than ever before
it will welcome the opinions of
motorists on everything from ac-
cessories to automobile adminis-
tration. It wants to know of all
things, good or bad, and to co-
operate with motorists in reclaim-
ing to activity those things which
are dormant and indifferent.

Never mind what they are.
Send the opinions.

STORAGE BATTERY TEST IS EXPLAINED

Use of Pocket Ammeter for
Purpose Will Cause Consider-
able Damage.

I can test dry cells with a pocket
ammeter. Why can't I test my stor-
age battery the same way?"

This question is frequently asked by
automobile owners, many of whom have
learned through bitter experience that
there must be a reason why the familiar
little pocket ammeter, used to tell
whether dry cells are weak or strong,
will cause considerable damage to a
storage battery.

To the average automobile owner a
battery is a good deal like a Greek puzzle.
It is hard for him to appreciate
that a storage battery is a purely chem-
ical device. And so, a battery is a bat-
tery. But there is a big difference be-
tween the chemical and electrical na-
tures of the dry cell and the storage
battery.

Operation Explained.

Both dry and storage batteries operate
by chemical action when "the circuit is
closed." The dry cell, when it is ex-
hausted, is done; the storage battery,
when exhausted, can be recharged. The
ordinary dry cell has a comparatively
high "internal resistance," which per-
mits only a certain amount of electricity
to be discharged at one time. But just
the opposite is true of the storage bat-
tery—its "internal resistance" is very
low, and it can discharge a tremendous
amount of current when given an op-
portunity.

When the pocket ammeter is used
on a dry cell, the amount of current
liberated is small, doesn't injure the
dry cell and doesn't injure the am-
meter. But the same little instru-
ment, placed on a cell of a storage
battery, will in most cases be burnt
up by the tremendous current dis-
charged, and at the same time the
storage battery cell is permitted to
discharge itself all at once, with a
ruinous result upon the battery itself.

The same thing occurs when tools or
other metal objects are carelessly
placed on top of the battery.

When Test Is Harmful.

A dry cell can be tested when it is
idle, but the same sort of test on a
storage battery is not only harmful
if unskillfully done, but doesn't tell
anything even to an expert. Volt-
meter and ammeter readings should
never be attempted unless the battery
is either being charged or discharged
at the time, and then only by an ex-
pert. Tests with a hydrometer can
be, and should be, frequently made,
and no harm can result; but any
other sort of test should be given by
some one who has the proper instru-
ments and knows how to connect
them up correctly.

"Quite frequently we are asked to
tell what is the trouble with a bat-
tery which the owner has 'tested' with
a pocket ammeter," says R. L. Sonne,
local distributor for Prestolite bat-
teries. "The little scratches on the
battery terminals where an ammeter
has been placed tell a story of bat-
tery abuse which the average owner
finds trouble in understanding."

Battery May Be Ruined.

"All he did was to 'test' it, and the
battery may be completely ruined.
You see, we have a selfish reason for
giving free service to battery owners.
It is much simpler for us to test a
battery properly than it is to make
repairs after the owner has tested it
improperly. Besides, it's much better
for the owner."

"The service is free, and we are
glad to extend it to all automobile
owners. The user might as well face
the fact, that you can't tell from
looking at a battery whether it is in
good shape or not. The only way is
to have it tested systematically—at
least, once every two weeks, and
often in hot weather. In that way,
the little troubles can be caught be-
fore they become big ones."

"We have expert battery men here
for the sole purpose of giving this
free service, and the automobile
owner should not feel at all back-
ward about taking advantage of it.
We feel that it is just as much to
our interest as it is to his."

LIGHT AS OIL GAUGE.

One of the distinctive features noted
on the new Oakland, is the substitu-
tion of a pilot light on the dash for
the customary oil gauge to provide a
positive warning to the driver of the
condition of the lubricating system.

As oil to an automobile is the same
as blood to the human body, this pilot
light is the pulse of the car. The
light is a great improvement on the
gauge, which gets greasy and collects
dirt.

HONOR CONGRESSMAN PAGE

Commissioner Brownlow and North
Carolina Society Praise Record.

The work of Congressman North
N. Page, retiring member from North
Carolina, in behalf of the District
during his stay in Congress was
lauded by Commissioner Brownlow at
a meeting at the Raleigh last night,
at which Mr. Page was the honor
guest of the North Carolina Society of
the District.

Speaker Champ Clark, Secretary of
the Navy and Mrs. Daniels and Con-
gressman E. Y. Webb were among
those at the speakers' table. After
resolutions had been adopted praising
him for his faithful services to the
country in Congress, Mr. Page made
a brief address of thanks.

Robert H. McNeill, president of the
society, was master of ceremonies. The
musical program included a vocal solo by
Mrs. William T. Reed, with Prof.
Claude Robeson as accompanist.

MAXWELL DISPLAY TO BE SEEN HERE

H. B. Leary Will Hold Exhibit
Beginning Monday, Feb-
ruary 5.

Monday, February 5, marks the
opening of the annual show of H. B.
Leary with the complete 1917 line of
Maxwell cars on display.

Each year Leary has conducted this
exhibition early in February, and this
year will be, consistent with the de-
velopment and progress of the Max-
well in motorism, the biggest which
has yet been held.

Two engineers from the Maxwell
plant will be on hand for the week
and a cut-out Maxwell chassis will be
their highboard for explaining the
various points of mechanical interest
to visitors.

The line for this year, models of
each of which will be displayed, in-
cludes the Sedan, Town Car, Cabriolet,
all-season-top, Tourist, and Road-
ster models.

Decorations will be flowers and
ferns in prolific abundance and at
night five hundred electric lamps of
various colors will dress the show
room with brilliant effect.

Each evening of next week the
show rooms will be opened for visitors,
and the entire staff will be on hand to
welcome them.

DEFEAT WATER POWER BILL

Shields Power Measure Also Ex-
pected to Fail.

The Myers water power bill is
dead. Some days ago, it was widely
reported that the opponents of the
bill in Congress believed the Presi-
dent would not support the measure.
This brought forth denial. How-
ever, it has become apparent that
at least the Administration has done
nothing effective to get the bill
through the Senate.

When the Senate yesterday by an
overwhelming vote laid the bill aside
to take up the agricultural bill, the
word passed about that this sealed
the doom of the Myers bill. It is
a fact that it may occupy some fur-
ther time before the Senate, but no
one expects it to pass. Senator Fall
yesterday made a hard attack on it.
Along with the Myers bill, it is
generally accepted that the Shields
water power bill is doomed to fail-
ure.

LOOT BANK, LOCK MAN IN SAFE
COLUMBUS, Ohio, Feb. 3.—Burg-
lars blew the safe of the Worthing-
ton Bank, at Worthington, early last
evening and obtained \$6,000 in cur-
rency. Allen Brown, an aged negro,
heard the explosion and began an in-
vestigation. The robbers, five in num-
ber, seized Brown and locked him in
the safe. He was released by bank
officials.

HARROUN MOTOR IS GIVEN SEVERE TEST

Small and Compact Engine De-
velops Brake Maximum of
43.1 H. P.

DETROIT, Feb. 3.—Automobile en-
gineering circles have been much in-
terested in a recent test of the new Har-
roun motor which has been in the hands
of the research department of the Remy
Electric Company.

Though this motor is one of the small-
est and most compact on the market, it
developed a brake maximum of 43.1
horsepower on the Remy dynamometer,
accompanying the maximum by a revo-
lutionary rapidity in attaining its im-
mediate steps.

Harroun's design measures but 34
inches in bore and 54 inches stroke—a
piston displacement for its four cylin-
ders of 174 cubic inches. According to
the conventional formula for the calcu-
lation of power, its rating is 16.3. Yet
this motor developed 30-horse at 900 re-
volutions per minute, 30 at 1,400, 35 at
1,600, 40 at 1,800, and 43.1 at 2,400.

From 1,500 revolutions to 3,100—rep-
resenting a car speed of from 45 to 70 miles
an hour—the power remained consistently
at or above 40-horse, instead of drop-
ping sharply after the peak had been
reached.

CHANGES ANNOUNCED.

The Department of Commerce has
announced today the following
changes in its personnel:

In the Bureau of Standards: Au-
drey E. Dummer and Paul J. Hunt,
assistants, were promoted from \$600 to
\$720; Franklin J. Little, Jr., received
temporary appointment as an aide at
\$720; Edward Schramm, assistant
chemist, at \$1,800, and Martin J. De-
Mott, skilled laborer at \$720, have
resigned.

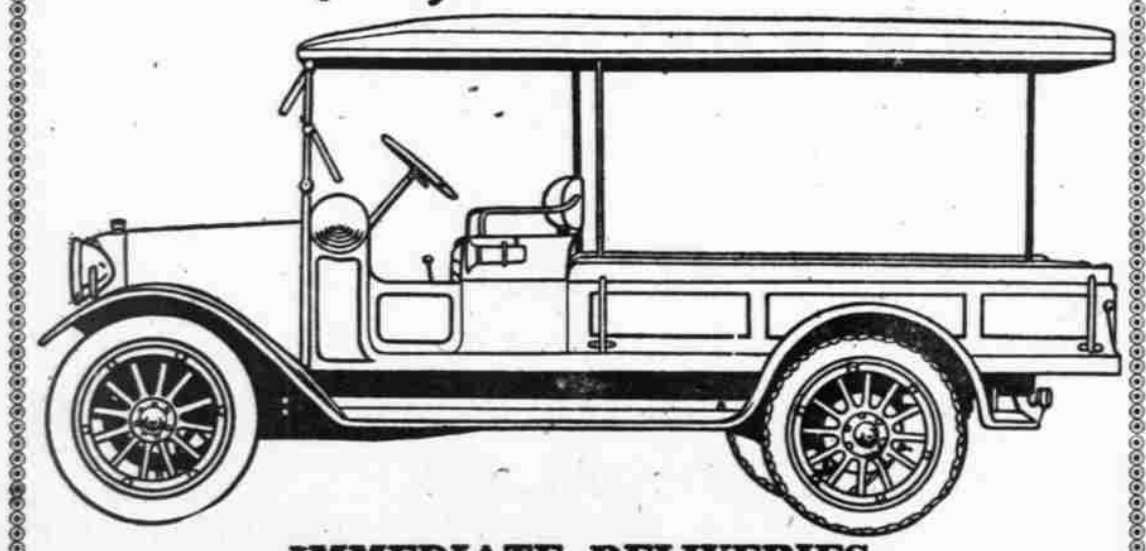
David Zurich and Ruth Burnside
received probational appointments as
clerks in the Bureau of the Census
at \$900.

William F. Wells was transferred
from the Treasury Department to the
Bureau of Fisheries as field assistant
at \$2,400.

Oakland
The Sensible
"Six"
\$875.
F. O. B. MICH.

Washington Oakland Company,
932 14th Street Main 687
L. J. HENDERSON, Mgr.

At Its New Price This 3/4-Ton Reo
Will Revolutionize Merchandising
\$1,000 f. o. b. Lansing



IMMEDIATE DELIVERIES
The Trew Motor Co.
1337 14th Street North 510

The New
HUPMOBILE
The Year-Ahead
Beauty Car

Look for no car equaling this new Hupmobile, even in externals, for twelve
months to come. Its intensified refinement is a year ahead. It was the
world's finest Four before. Now it is the year-ahead beauty-car as well.

Hupmobiles, back to the beginning, have been one long line of successes. But
this beauty-car goes far beyond Hupmobile best.

We have held fast to Hupmobile standards, and pulled down the overhead.
Critics (among them a leading car builder) called the Hupmobile motor "a power
plant fit for a \$3,000 car." And so it is.

They said we could cheapen the rear axle, that we could use a clutch less costly,
and so on.

So we sought and won this extra margin, and have put it all back into added
beauty.

Touring and Roadster \$1185. Seven Passenger Touring \$1340. Five Passenger Sedan \$1735
f. o. b. Detroit

IMMEDIATE DELIVERY

Phone North 331 **D. B. GISH, Inc.** 1529 M Street

COAST HAS FIRST MOTOR TRUCK ROAD

Highway Is Built for Exclusive
Use as Trucking Thorough-
fare.

The freight transportation problem
is being solved in one locality by
what is probably the first separate
road for motor trucking. It is now
being built by Los Angeles county,
Cal., according to a recent issue of
the Power Magazine of Chicago.

"The road is 12.3 miles long from
Los Angeles to the harbor of San
Pedro. It consists of a five-inch base
of disintegrated granite, forty feet
wide, forming a water-bound macad-
am, on the center of which is laid
eight inches of 1:2:4 concrete, twen-
ty-four feet wide. A bituminous car-
pet covers the concrete. As motor
trucking becomes increasingly impor-
tant we may confidently look to see
a rapidly growing mileage of roads
built exclusively for such traffic in
and about all cities of considerable
size."

DIAMOND GRID

Starting
Lighting
Vehicle

You judge a
Motor car by
its cost per mile
Of speedy,
Powerful,
Consistent
Service.

If you
Choose your
Battery in the
Same way, you
Already enjoy
The splendid
Use of a
Diamond Grid.

If not, you
Have yet to
Learn how well
This battery
Serves its
purpose—
And how well
An expert
Battery
Department can
Render quick,
Efficient
Service.

For
"More miles
Per charge"—

Call North 5050
Or Visit
STERRETT & FLEMING
Champlain Street
at Kalorama Road

AUTOMOBILES
Motorcycles and Accessories
ACCESSORIES.
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